

MACKEREL SCHOOL WEST OF THE CAPE

Report Sent Here From Reliable Liverpool, N. S. Source—Netters Have Big Fares at New York—Lone Scomber Scombrus In Harbor Trap.

Liverpool, N. S., despatches report mackerel schooling to the westward of Cape Sable. Some of the best netting fares for several seasons were landed at New York this morning, 13 crafts being in with a total of 33,300 and fish.

The receipts are the largest of the season from the netters, the Motor having the best haul at 5500 fish. The Hockomock has 4400 fish, while three others have 3000 and over.

Netting Arrivals.

The arrivals and fares in detail are as follows:

Hester, 3100 fresh mackerel.
Diana, 600 fresh mackerel.
E. H. Sneed 1500 fresh mackerel.
Florida, 2200 fresh mackerel.
Marian, 3800 fresh mackerel.
L. C. Totman, 2000 fresh mackerel.
Hockomock, 4400 fresh mackerel.
Motor, 5500 fresh mackerel.
Olga, 1200 fresh mackerel.
Charlotte, 3000 fresh mackerel.
Bella, 2100 fresh mackerel.
Priscilla, 1800 fresh mackerel.
W. H. Reed, 2100 fresh mackerel.

Report Mackerel Schooling.

A dispatch to the Times last evening from D. C. Mulhall of Liverpool, N. S., states that incoming vessels re-

port mackerel schooling to the westward of Cape Sable. Large bodies of herring are also reported schooling off shore quite plentiful in Liverpool harbor and if the run continues, the fishermen will get out their nets to catch them for bait purposes.

Lone Mackerel Taken in the Harbor.

Joseph Douglass' harbor trap took the first mackerel of the season last week, which is the earliest that mackerel have been taken in local waters for several years.

The trap is located off Cunner ledges and Mr. Mackerel, who seemed to have strayed out of his element, was taken among some herring.

The mackerel was of medium size and the trap owner took it home for his own use.

MUCH ICE ON THE FISHING GROUND

Unseasonable ice conditions were reported by Commander C. F. Johnston of the United States revenue cutter Seneca which came in at Halifax Monday from ice patrol duty with the last four survivors of the freight steamer Columbian.

Many bergs were reported all along the easterly margin of the Grand Banks and unusually large fields of ice were reported northeast of the Banks extending to latitude 49.15 and as far west as longitude 50.30.

The Labrador current has been very strong this season according to Commander Johnston, and the Gulf Stream has been weak. As a result the cold water has extended 75 miles south of the normal line for this time of year, carrying icebergs far to the south. One berg was reported to the Seneca as far south as 41.47, but the cutter, upon investigating, found the water in the vicinity warm and no ice in sight.

For the past few weeks, Commander Johnston says, the prevailing wind has been southerly, making the movement of the Gulf stream more rapid and driving the cold water line along parallel 42.30, which is still one degree farther south than usual at this date.

Portland Fishing News.

The long looked for herring sardine has shown up in Casco Bay, over 20 bushels having been brought up on Monday from the Broad Cove traps of Walter Grover, Falmouth Foreside. The fish were landed at the sardine factory of the E. W. Brown Co., South Portland, where operations have been commenced in a small way. Further supplies were expected there Tuesday night, and it is believed the rush of fish will be such shortly that the factory will soon be running to its full capacity, giving employment to a large number of people. No improvement in the sardine situation at Eastport is reported, the catch being still very disappointing, and not over one-half the factories have started up.

Another catch of herring has been reported at Portland, the J. W. Trefethen Co. receiving about 60 barrels Tuesday afternoon. This makes the third catch reported so far this year. There was only one schooner in Tuesday, the Topsail Girl coming in with about 25,000 pounds of mixed fish.

One of the smartest fishing boats seen at Portland for some time is the sch. Helen E. Murley, which came up from Friendship, where it has just been launched from the yard of Wilbur A. Morse, who has designed many of the finest fishing vessels now afloat. The new schooner measures 43 feet in length, 14.3 feet beam and about 18 tons gross. It was built for Sylvanus Maker of New Bedford, and will be employed in the general fishery business under the command of Capt. Patrick O'Brien, formerly of the Boston fishing schooner Natalie.

Good Eating Just the Same.

Everywhere along the Maine coast the herring are showing up and the sardine factories are beginning operations. Really it is something of a misnomer to call them sardine factories for in all the great establishments along the Maine coasts there has never been one "sardine" as it is known technically, says the Portland Express & Advertiser. This little fish, in fact, has never made a transatlantic passage. If our factories attempted to send their wares to Europe and sell them as sardines they would be sure to get into trouble with the authorities there, because it has been decided by law that nothing but a pilchard is a sardine. That shuts out our shiny herring, although it was over the marketing of the Norwegian fish that the legal standing of the sardine arose.

For over 90 years the industry of packing immature pilchards in oil has been practiced at France, and during the last 40 years a similar industry has been carried on at Cornwall, England. The sardine is also the name applied to the pilchard which is similarly packed in Spain and Portugal. The sardine is the French name for pilchard and it has never been called anything but that in the foreign packing trade. At that, Eastport sardines and locally packed sardines are just about as nice eating as one could ask for even if they are not sardines at all, but herring.

Halibut Sale.

The halibut fare of sch. Commonwealth sold to the American Halibut Company for 11 cents for white and 8 cents for gray.

IS T WHARF FIT FOR FISH PLANT?

"Whatever use is to claim T wharf it should be said that if the fish business is to be resumed on its plank, which is a dubious matter, it should be only after a drastic renovation. While the fish industry was planning and building a new wharf with a new sanitary standard, it was only fair to excuse some of the unavoidable offences of the old, particularly as the firms, were, in general, doing their best under overwhelming odds. That certain items of their sanitary program at the old stand would have given the dinner table a qualm if vividly narrated is a matter which we can now afford to raise, the more so since the fish firms themselves were the first to admit and to deplore the awkward limitations under which they were obliged to conduct their business. That chapter is closed, and a new pier with cement floors, sea drains and salt water flushing hydrants has written finis under it.

"But the proposal to reopen T wharf for the fish business reopens the discussion on another plane. The apprehension of the South Boston establishment lest its retreat shall be cut off from the rear by firms stepping into the premises which it has vacated is negligible for the purpose of the present consideration. The question is—and it is one raised by executive and health authorities—whether wharf is any longer a suitable site for such staple food industry as the fish business at all. It may be doubted whether the old wharf could profitably be renovated and rebuilt for tenancy by fish firms to the degree of sanitary fitness rightly now to be required of that industry. Those who have seen Atlantic avenue in the vicinity of T wharf on a noon of flood tide under east wind and beheld the spirited rat-hunt which enlivens the neighborhood must have felt an suppressed shudder at the notion of food industry inhabiting such quarters.

The world moves, and so does the fish business. It has moved, for the most part, into eminently sanitary surroundings, and having moved ahead, it is poor economy to move backwards. To deny the use of T wharf to the fish industry should, we think, involve any harshship; the property is enormously valuable to both the public and the private sector, and so strategically located that it lends itself to a variety of uses. Indeed, this very fact makes its future of interest and importance to the whole community quite as much as this or that industry which may elect to tenant it. So considered, it were well for the health authorities to scrutinize the wharf with some care before recommending a use for it; it were still better to question whether its resumed use as a fish pier is permissible at all."

May 21
**LONDIKE HAULS
OF BIG HERRING**

**Boats Loaded to Scuppers—
Capt. Frank Watts Has
Big Shack Fare.**

The herring fleet did well last evening, the best catches of the season being landed here, over 200 barrels going to the freezer while some sold to fishermen for bait.

Steamers Nora B. Robinson and Naomi Bruce had the largest catches, being loaded down to the scuppers. The former hauled for 135 barrels and the latter 140 barrels. The Bruce took fish to Boston.

Sch. Commonwealth, Capt. Frank Watts, is here this morning with a big fare of 130,000 pounds fresh fish and 5000 pounds fresh halibut. Capt. Watts on account of the dull market ran his trip direct in here to sell.

The pollock seiners are also getting the fish about 75,000 pounds being landed yesterday which sold to split.

Today's Arrivals and Receipts.

The arrivals and receipts in detail

Sch. Commonwealth, Brown's Bank, 10,000 lbs. fresh fish, 5000 lbs. fresh cod.

Sch. Adeline, via Boston, 60,000 lbs. fresh fish.

Sch. Lydia, seining, 10,000 lbs. fresh fish, 30 bbls. fresh herring.

Sch. Advance, seining, 80 bbls. fresh herring.

Sch. Nora B. Robinson, seining, 135 fresh herring.

Sch. Naomi Bruce, seining, 140 bbls. fresh herring (went to Boston).

Sch. Medomak, gill netting, 1500 lbs. fresh fish.

Sch. Dolphin, gill netting, 2500 lbs. fresh fish.

Sch. Joppaite, seining, 7000 lbs. fresh fish.

Sch. Independence, seining, 6500 lbs. fresh pollock.

Sch. Margaret L., seining, 10,000 lbs. fresh pollock.

Sch. Herbert and Emma, seining, 1000 lbs. fresh pollock.

Sch. Anna T., seining, 2200 lbs. fresh pollock.

Sch. Unknown, seining, 2230 lbs. fresh pollock.

Sch. Bessie A., seining, 11,500 lbs. fresh pollock.

Sch. Bryda F., seining, 10,000 lbs. fresh pollock.

Vessels Sailed.

Sch. Esther Gray, haddocking.

Sch. Evelyn M. Thompson, Boston.

Sch. Pontiac, Boston.

TODAY'S FISH MARKET.

Salt Fish.

Georges codfish, large, \$4; medium, \$3; small, \$2.50.

Georges halibut, codfish, large, \$5.50; medium, \$4.50; small, \$3.50.

Pollock, large, \$2.50; mediums, \$2; small, \$1.50.

May 21
**HERRING PLENTY
AT MAGDALENS**

Queensport, N. S., May 16—Herring fair today; no ice.

Souris, P. E. I., May 18—North and east coast, no ice; herring scarce and traps report 10 barrels only.

Amherst Harbor, Magdalen Islands, May 18—Plenty of herring at Amherst, House Harbor, and Grand Entry; some at Etang-du-nord, and at Grindstone; lots of vessels baiting.

Having New Foremast.

Sch. Saladin is at the Rocky Neck ways to have a new foremast stepped.

**TWO BANKERS
MAKE REPORT**

The fleet is slowly arriving at the Magdalen Islands, a letter to the Cunningham & Thompson Company announcing the arrival there of schs. Independence 11 and Hazel R. Hines, which baited May 12.

The Independence, commanded by Capt. Newman Wharton, had 90,000 pounds of salt cod and the Hines, Capt. Fred Morrissey, 100,000 pounds salt cod.

Fishing Fleet Movements.

Sch. Frances P. Mesquita arrived at Canso, N. S., Monday and sailed. Other crafts sailing that day were schs. Rhodora for the Magdalen islands and Lillian.

Channel Catch Light.

There were 167 qtls. codfish caught by the Channel and Port aux Basques, boats during the first week of the present month.

From many parts of the South Coast comes word that bait is scarce.

On the Railways.

Sloop Beulah Maud is on the Rocky Neck railways.

Gasoline boat Natalia is on Parkhurst's railways.

Sch. Mary F. Sears is on Burnham Brothers' railways.

Loading Codfish.

Sch. John R. Bradley is loading salt cod at St. Jacques, N. F., for the Gorton-Pew Fisheries Company.

May 21
**TRADING DULL AT
THE NEW PIER**

**Fourteen Trips In and Prices
For Few Fish Just Above
Splitting.**

Fresh fish was in good supply at the new fish pier this morning, but prices remained low and trading was consequently dull. A total of 14 fares were reported at 9 o'clock, one going up from here with a fresh herring fare.

The Provincetown sch. Gertrude De Costa had the banner fare of the morning, her haul being for 85,000 pounds mixed fish and 15,000 pounds fresh halibut.

Wholesalers quoted \$1 to \$1.75 a hundred weight for haddock, \$2.75 for large and \$1.60 to \$1.75 for market cod, \$1 for pollock.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Laura Enos, 3100 pollock.

Sch. Edith Silveria, 6500 haddock, 600 cod, 1000 cusk, 500 pollock.

Sch. Ripple, 34,000 haddock, 600 cod.

Sch. Gertrude DeCosta, 15,000 haddock, 19,000 cod, 8000 hake, 1000 cusk, 2000 pollock, 15,000 halibut.

Sch. Billow, 20,000 haddock, 6000 cod.

Sch. Evangeline, 500 cod, 1000 halibut.

Sch. Breaker, 26,000 haddock, 800 cod.

Sch. E. C. Hussey, 43,000 cod.

Sch. Russell, 8000 haddock, 40,000 cod, 3000 hake.

Sch. Good Luck, 2000 haddock, 18,000 cod.

Sch. Mary, 8000 haddock, 15,000 cod, 1000 pollock.

Sch. Naomi Bruce, 140 bbls. fresh herring.

Sch. Ethel B. Penny, 20,000 haddock, 12,000 cod.

Sch. Virginia, 300 haddock, 41,000 cod, 2000 pollock.

Haddock \$1 to \$1.75 per cwt.; large cod \$2.75; market cod, \$1.60 to \$1.75; pollock, \$1.

**BURGEON N. F. HAS
18 CRAFT NOW**

The Burgeo cod fishery fleet this season consists of 18 schooners, with crews numbering 179 men. Their total catch to end of April reached 2339 quintals.

The punt fishermen at Burgeo have landed 500 qtls. codfish this season to end of April.

The total codfish at Burgeo to date amounts to 3339 qtls., being 2026 qtls. over that of corresponding date last year.

At Harbor Breton, netters are getting a barrel and a half herring daily.

The Ramea spring banking fleet consisted of five schooners, 26 dories; their total catch of codfish amounted to 1550.

The cod catch at Channel and Port aux Basques up to April 25, amounted to 3,150 quintals.

At Rose Blanche 9980 qtls. of codfish have been landed this spring.

Following is a statement showing the catch of fish by Burgeo vessels during the winter and spring operations:

Vessel and Master.	Men.	Qtls.
Lucia, G. Dicks	14	321
Lelia, J. Grey	14	224
Pretty Mary, T. Gurney	14	200
Primavista, W. Grey	14	162
Vandala, G. Clarnet	12	290
Gipsy Queen, A. Hann	6	84
Hazel, Jas. Grey	14	204
Gertrude L., J. Bullen	20	371
Isabella, G. Matthews	12	180
Margaret S., J. Rendell	12	250
Condor, J. Rose	6	82
Belle of Burgeo, J. Warren	14	195
Mabel, M. Rose	10	60
Maud, W. Northcott	3	38
Gladys, Jos. Dicks	4	40
Active, T. Curley	4	60
Two Brothers, J. Haymin	3	38
Susanna, A. Warren	3	40

**MANOMET LANDS LARGE
NET FARE.**

Capt. Wallace Parsons is at Newport this morning with a small seining fare, hailing for 2500 fresh mackerel. Two netters are also there with 850 fish between them. At New York this morning, the southern fleet of netters landed 34,000 fish in count. The best trip is that of sch. Manomet, Capt. William Price with 7000 fish, the largest single netting fare to be landed there this season.

The arrivals and fares in detail are as follows:

Gen. Joy, 700 fresh mackerel.

Wood and Mack, 1900 fresh mackerel.

Success, 550 fresh mackerel.

Reliance, 1150 fresh mackerel.

Torpedo, 500 fresh mackerel.

Alert, 1700 fresh mackerel.

Louise, 1700 fresh mackerel.

Sea Queen, 600 fresh mackerel.

Teresa, 2500 fresh mackerel.

Lucy B. Winsor, 2900 fresh mackerel.

Anna, 2800 fresh mackerel.

Maud T., 2800 fresh mackerel.

Manomet, 7000 fresh mackerel.

W. H. Starbuck, 500 fresh mackerel.

Three Friends, 2300 fresh mackerel.

Jennie H. Gilbert, 1200 fresh mackerel.

Clara, 1800 fresh mackerel.

Anona, 1500 fresh mackerel.

Three Fares at Newport.

These fares were at Newport this morning:

Sch. Corona, 2500 fresh mackerel.

Albert Brown, 500 fresh mackerel.

Barbara, 350 fresh mackerel.

One in Yarmouth Trap.

Advices from Yarmouth, N. S., this morning states that one mackerel was taken in the traps there last night, the first of the season.

Steam Trawler Sighted School.

The beam trawling steamer Bill-ton, this morning reports sighting a large school of mackerel, 90 miles southeast of Cape Cod yesterday. The captain and crew are sure that they were mackerel, the fish being up in the water.

MUCH DEPENDS ON WHAT IT SAYS

Fisheries Bureau Report on Beam Trawling Will Go to Congress Inside Two Weeks—No Inkling Yet As to Recommendation.

(Special to the Times.)

Washington, D. C., May 20.—Congressman Gardner has been informed this week by Dr. Hugh M. Smith, the Commissioner of Fisheries, that the report of the investigation of the beam trawl industry is practically completed, and it is expected that the report will be submitted to Congress within two weeks.

This is a matter that has been under consideration for two years now, and the recommendations of the Bureau of fisheries will be awaited with interest, both by the fishing interests of Boston and Gloucester opposed to the installation of the beam trawling method of fishing, and by the financial interests in Boston who have invested their money in this style of fishing craft. Furthermore, the vessel building industry at Gloucester and Essex has likewise been at a standstill, the fish people refusing to contract for any new schooners until they can learn whether or not Congress is likely to prohibit the use of these trawlers.

The agitation over this question was started two years ago when Congressman Gardner introduced a bill prohibiting the landing of fish caught by steam and otter trawlers. The committee on merchant marine and fisheries gave a hearing on the bill at which the proponents brought forth arguments that the beam trawler was a menace to the fishing industry for the reason that the reeding grounds for the fish were ruined by the dragging of the heavy beam trawl over the bottom, and furthermore that millions of small fish were killed and thrown away by being dragged into the net. The beam trawl people on the other hand opposed these contentions and claimed that the use of this style of fishing would result in more fish at cheaper prices for the people of this country.

As the question was a new one to many of the members of the committee, they declined to take any action one way or the other until they had more definite unprejudiced information. Accordingly, a compromise was arrived at by which both sides agreed to refer the whole matter to the Bureau of Fisheries for an investigation and a report. Whatever the attitude of the bureau in this matter, Congress will undoubtedly follow its advice. If

the Bureau decides that the beam trawl method of fishing is detrimental to the future of the fisheries, and that conservation of the sea is as necessary as the conservation of our land resources, it is likely that Congressman Gardner's bill will pass, and the last of the beam trawlers will be seen in our waters for some time to come. If, however, the bureau report that beam trawlers are not considered destructive to the fisheries, it is likely that this method will increase and that eventually these craft will entirely take the place of the present fishing schooners.

Many Raise Oysters in Essex and Ipswich Rivers.

If the plants of J. Francis Lebaron, a summer resident at Castle Neck, Ipswich, bear fruit, the towns of Ipswich and Essex, now famous for producing the finest clams in all New England, will also become famous for their delicious oysters as well.

Mr. Lebaron has taken up with Congressman Gardner the question of inducing the Bureau of Fisheries to establish an experimental oyster bed in the Essex and Ipswich rivers. Mr. Lebaron has made a thorough investigation of the question, and contends that at the time that this section was first inhabited by white men, oysters abounded plentifully all along the coast in this section. Furthermore, Mr. Lebaron says that as a boy, he himself has gathered delicious oysters in the Parker River at Rowley. These oysters have all disappeared in recent years, however, the reason given by the scientists that the waters of this section were too cold for the oysters to propagate in.

Mr. Lebaron points out in answer to this, however, that oysters still abound plentifully at Prince Edward's Island, where the climate and water are much colder than along the shores of Essex County.

Therefore, he is anxious to have an experimental bed of these Prince Island oysters planted along the shores of Essex and Ipswich, and he feels sure that the results will be most gratifying.

Congressman Gardner has taken the matter up with the Bureau of Fisheries, and they are inclined to look upon it with favor. The absence of any appropriation at this time, makes it impossible to start work on the experiment now; but when the new appropriation bill becomes available on

July 1, Congressman Gardner is going to press the matter again at that time, and it is thought that the Bureau of Fisheries are likely to try the experiment.

Protests Cutters for Hospital Ships.

Dr. Thomas W. Salmon of the United States Public Health and Marine Hospital Service, who is now one of the Directors of the National Committee for Mental Hygiene has written a letter to Congressman Gardner in protest to the plan at present under consideration of making one of the new revenue cutters to be authorized by Congress available for hospital ship work. Dr. Salmon has given the question of a hospital ship a great deal of study and investigation, and was one of the original advocates of this method of relief for the New England fishermen. He was for a long time connected with the United States Marine hospital at Chelsea, Mass., and is thoroughly familiar with the various injuries and ailments to which fishermen are subjected, and also with the difficulties of getting the men to some place for early treatment.

In his letter, Dr. Salmon points out that he is afraid that a revenue cutter would be a poor substitute for the service contemplated in Congressman Gardner's original bill providing for a hospital ship. He claims that extensive alterations would be necessary and even then he fails to see how a revenue cutter, as at present constructed, could be transferred to this sort of work.

Dr. Salmon's greatest objection, however, is one of expense, and he points out that the expense of maintaining a hospital ship on one of these revenue cutters would be double the total expense of maintaining the entire United States Marine hospital at the port of Boston.

Would Swap Seeds for Ducks.

The continued heavy fall of rains in Massachusetts is raising havoc with the farmers who are anxious to get their gardens planted, and their early crops of garden truck underway. Congressman Gardner has received many letters from constituents thanking him for the government seed which they have received, and in some instances, commenting humorously on the impossibility of planting such seed as long as the continued wet weather continues. One constituent wrote the Congressman this week thanking him for the seeds, but offering to exchange them for a brace of ducks, and pointing out that this was about the only thing which would flourish in the artificial lakes on the correspondent's land at present.

Life Savers Pension in Sight.

After several years of agitation before Congress it looks as if the life savers of the country are at last to be recognized in their efforts to secure pensions for old and disabled members. The life savers of Massachusetts have been particularly interested in this movement on account of the fact that the work in that section of the country is particularly hazardous. They have always contended that they should be placed on the same footing as the Army and Navy and Revenue Cutter Service. Congress, however, has never taken any action on the matter until now. The Committee of Interstate and Foreign Commerce have this week reported a bill consolidating the Life Saving Service and the Revenue Cutter Service under one head, and placing all the men in each service on an equal footing. The result of this will

be to give the men in the Life Saving Service better pay, and most important of all, provide a system of pensions when they become too old to continue their calling.

Campaign Signs Numerous.

One of the sure signs of summer and the fact that a campaign is approaching is the activity of all the various Republican clubs in Massachusetts in the matter of summer meetings, etc. Just as soon as the first warm days of summer arrive, members of these organizations together, decide upon their summer pow wows, and they write the Congressman for assistance in the matter of speakers. Congressman Gardner has this week received his request of the year, that of the Essex County Republican Club asking him to secure some good speaker for the annual summer meeting which will be held about August 20. Gardner will invite Senator Townsend of Michigan, and one other prominent Republican to come on to New England to entertain his constituents on this outing.

URGING BARRING

STEAM TRAWLERS.

In the annual report of the Newfoundland department of Marine Fisheries for 1913, Joseph O'Reilly, Commissioner of Fisheries, points out the serious menace which the steam trawlers are working to the fishery and urges that the department take speedy action towards protecting the chief industry from their depredations.

He says:

"The steam trawling fleet is getting to be a menace to our fishing industry. This fleet is increasing rapidly along the American coast, especially so from New York and Boston. They make two or three trips every week, and bring the fish to market. Numbers of the men of fishing vessels, that visit grounds where these steam trawlers operate, speak of the immense quantities of small codfish that are destroyed.

"A gentleman returning to Boston in his yacht anchored on the Banks on his way home. He said: 'We saw seven steam trawlers operating there and, if they are allowed on the Banks five years will finish the codfishing. We saw immense quantities of small cod floating on the water, dead, the result of steam trawling. I have seen the same thing happen in other parts of the coast which used to be good fishing grounds but are now finished. The steam trawler should be stopped, before it is too late.'

"I notice that, by Order in Council of the Governor-General of Canada issued in 1911, steam trawlers operating beam, otter, or other gear shall not be entitled to participate in the bounty now paid to their vessels. The Canadian Government also prohibits the sale of seal outfits to foreign trawlers so equipped.

"I would suggest that the Department should take steps to have the matter represented, so that we

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what we could against this menace
our great cod fishery.
A French steam trawler was into
its port, (St. John's) last season, to
fect repairs, and got coal and neces-
sary outfits. We have no law at the
present time to prevent them coming
in in numbers, and getting all
the supplies needed.

PACIFIC COD FLEET LARGER

The last of the Pacific codfish fleet
for the North early in April, and
the only thing the dealers can do now
is to sit down and wait for news as to
what success they meet with this sum-
mer. The Pacific Fisherman says. All
the late reports from the North are to
the effect that good weather prevails
th in the North Pacific and Bering
sea. As a result of this it is probable
that there will be very little ice on the
thing banks in the sea, and those
fishing there will be enabled to start
earlier than usual. However, Alaska
weather is uncertain.

The fleets from both Puget Sound
and San Francisco have been consid-
erably enlarged this year, and as a re-
sult there will undoubtedly be a large
increase in the amount of codfish
landed here next fall. Whether the
dealers make any money or not will
depend largely upon the demand from
the East. Should the catch be short on
the Atlantic coast as it has been for
the last two seasons, that market will
be the bulk of the Pacific surplus.
Should the Atlantic catch be good there
will be no demand for our codfish, and
as a result a market must be found for
this coast, which means that pri-
ces will be cut to the bone, and the
other ones will be forced to the wall.
Codfish has been bringing very fair
prices for some time now, but war has
recently been declared between the
United States and San Francisco dealers, and
codfish in boxes is being shipped
to the San Francisco market, and it is
probable that the latter will retaliate,
which means that unless peace is de-
clared soon prices will be slashed all
along the line.

CARRIES MOTORS FOR HER DORIES

The codfish sch. Fortuna, which
was used for the Bering Sea banks a few
years ago, carried with her 10 small
motors. These motors will be attach-
ed to dories and used by the fisher-
men in fishing, thus giving the boats
a wider range in which to do work
from the vessel than is possible
when dories sailed or rowed. The ex-
periment will be watched with much
interest by the owners of other cod-
crafts and by the fishermen.

ITALIAN BOATS HAD A GOOD DAY

Two of the Georges Fleet Al-
so in Today With
Fine Catches.

A large number of the market fleet
at Boston which were unable to sell
their fresh fish, came down here and
the splitters are taking them this
morning at the various firms.

Two nice trips in are schs. Eugenia
from Georges handling with 40,000
pounds salt fish and 5000 pounds fresh
halibut and sch. Etta Mildred, 40,000
pounds salt cod.

Sch. Georgia, from halibuting,
brought some halibut and fresh and
salt fish, taking out her halibut at the
American Halibut Company.

The Italian boats had a good day
yesterday, landing 15,000 pounds.

Today's Arrivals and Receipts.

The arrivals and receipts in detail
are:

Sch. Virginia, via Boston, 40,000 lbs.
fresh fish.

Sch. Gertrude DeCosta, via Boston,
90,000 lbs. fresh fish.

Sch. Etta Mildred, Georges handling,
40,000 lbs. salt cod.

Sch. Eugenia, Georges handling,
40,000 lbs. salt cod, 5000 lbs. fresh hal-
ibut.

Sch. Georgia, Georges, 4000 lbs.
fresh halibut, 5000 lbs. fresh fish, 7000
lbs. salt fish.

Sch. Russell, via Boston, 70,000 lbs.
fresh fish.

Sch. E. C. Hussey, via Boston, 40,000
lbs. fresh fish.

Str. Philomena, seining, 60 bbls.
fresh herring.

Str. Medomak, gill netting, 3000 lbs.
fresh fish.

Italian boats, shore, 15,000 lbs. fresh
fish.

Str. Ripple, via Boston, 35,000 lbs.
fresh fish.

Sch. Helen B. Thomas, via Boston.

Sch. Edith Silveria, via Boston.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large,
\$5 per cwt.; medium, \$4; snappers, \$3.
Eastern halibut codfish, large, \$5;
medium, \$4.50.

Georges halibut, codfish, large, \$5.50;
mediums \$4.50.

Cusk, large, \$2.50; mediums, \$2;
snappers \$1.50.

Haddock, \$2.00.
Hake, \$1.75.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.
Western cod, large, \$2.40; medium,
\$2; snappers, 75c.

All codfish, not gilled, 10c per 100
pounds less than above.

Hake, \$1.25.
Cusk, large, \$1.75 medium, \$1.25;
snappers, 50c.

Pollock, round, \$1; split, \$1.10.

Fresh halibut, 10c lb. for white, and
8c lb. for gray.

Large shore herring, \$3 per bbl. for
bait; \$2 to freezer; \$1.50 to salt.

Fresh mackerel, 11c per lb.

HADDOCK DOWN TO SPLIT PRICE

Nine Fares at New Fish Pier
and Dealers Not Anxious
to Purchase.

Haddock went down to 90 cents a
hundred wholesale at Boston this
morning and even at that price the
dealers were not fussy about buying
them, the market being about as dull
as it has been since a year ago.

Nine fares were in, but several of
them will be obliged to take their
fares to split. The largest trips were
schs. Albert W. Black, 58,000 pounds;
Gladys and Nellie, 40,000 pounds; Mat-
thew S. Greer, 55,000 pounds; steamer
Spray, 45,000 pounds.

Wholesalers quoted 90 cents to \$1.25
a hundred for haddock, \$2.25 to \$2.50
for large and \$1.65 for market cod,
\$1.15 to \$1.50 for hake.

Boston Arrivals and Receipts.

The arrivals and receipts in detail
are:

Str. Spray, 42,000 haddock, 1800 cod.

Sch. Rose Standish, 700 haddock, 16,-
000 cod, 2000 hake, 1000 halibut.

Sch. Eva Avina, 4300 cod.

Sch. Stranger, 3000 cod, 35,000 hake,
3000 cusk.

Sch. Hattie A. Heckman, 2500 had-
dock, 16,000 cod.

Sch. Matthew S., Greer, 38,000 had-
dock, 25,000 cod, 1800 halibut.

Sch. Natalie J. Nelson, 15,000 had-
dock, 4000 cod, 5000 pollock.

Sch. Gladys and Nellie, 9000 had-
dock, 31,000 cod.

Sch. Albert W. Black, 11,000 cod, 25,-
000 hake, 17,000 cusk, 5000 pollock.

Haddock, 90 cts. to \$1.25 per cwt.;
large cod, \$2.25 to \$2.50 per cwt.; mar-
ket cod, \$1.65; hake, \$1.15 to \$1.50.

Montana Burns in the North.

The halibut fishing sch. Montana of
Seattle was destroyed by fire in Re-
doubt bay, near Sitka, Alaska, April
26. The fire spread so rapidly that
nothing was saved but an anchor, a
cable and two dories, in which the
crew of 15 men escaped. The men
barely had time to take to the dories
and lost all of their personal effects.
They rowed to Sitka. The Montana
was in command of Capt. Michael
Scott. C. H. Tynen was her engineer.
The vessel left Seattle for the halibut
banks April 1. The vessel was de-
signed by Lee & Brinton, and was
owned by William H. Butt of Seattle.

Sch. Valiant Confiscated.

The Seattle fishing sch. Valiant,
which was captured May 11 last by
the Canadian fishery protection vessel
Joliffe, was on March 31 declared
confiscated by Justice Martin in the
Admiralty court.

The Valiant was seized on Sunday,
May 11, 1913, off Haycock Island, at
the northern end of Vancouver Island.
The Valiant is alleged to have been
fishing close to shore and to have
raced for the open sea when the Jo-
liffe hove in sight. The Valiant is of
18 tons and was owned by the Pacific
Net & Twine Company of Seattle.

Lobsters Still Grow scarcer.

Under the caption, "The Vanishing
Lobster," the Boston Transcript says
editorially:

"The lobster in New England wa-
ters appears to be in a parlous state.
Since midwinter the representatives
of the Maine fishery have been man-
oeuvring in Washington for a con-
tinuance of the Federal aid which
has, it would appear, begun to rehab-
ilitate the industry in Maine waters.
And the Senate Committee on Fish-
eries has now reported favorably on
a bill providing for the establishment
of a Government lobster hatchery on
the Atlantic coast, to be located,
probably somewhere in Maine. To
this might be added that it would be
located, possibly, not a hundred miles
from Boothbay, where the present
station is.

"It was in 1911 that the commis-
sioners on fish and game made a re-
port to the Massachusetts Legislature
on the lobster fishery, studying the
decline, its reasons and the possible
remedies. The decline itself has been
so evident as to dispense with proof.
The scarcity of lobsters in areas
where they were once plentiful, is a
mournful fact.

The causes of the decline are in part
the natural enemies and unfriendly
environments, such as exposure to
beaching in severe storms and the
predatory inroads of man. This last
cause splits in two—the increased
market demand, created by a dense
population and accumulated wealth
which seeks a food delicacy without
regard to its nutrition value, and in-
effective laws for protection, either
ineffectively enforced or based on
misconceptions.

"The dispute whether economy bids
us protect the young lobster and
catch the old, or consume the young
and eschew the old, is a hardly annu-
al. It rages all day long and all year
long the length of the coast, where-
ever lobstermen most do congregate.
Maine has its law on "shorts," which
is a relative term. Nova Scotia has
its closed season, which is an euphe-
mism. The island of Monhegan has
a voluntary closed season by common
agreement among the fishermen,
though the "shorts" law does, it is
said, occasionally show signs of ten-
sion. New Hampshire protects the
lobster at 10 1-2 inches. Massachu-
setts forbids the taking of those less
than 9 inches long alive, and 8 3-4
inches long boiled. There is, with
this State, no closed season, except,ing member of the family.

"For all this, the diminution of the
catch has been steady and disquiet-
ing. In 1911, the year of the report,
the fishermen reported the taking of
about 1,000,000. The next year the
report had dwindled to 650,000. While
these figures do not by any means in-
clude all the lobsters taken, they rep-
resent a large proportion and indicate
a ratio of decrease.

"The Cape Ann fishermen were ap-
pealed to this spring to desist from
fishing their waters quite so vigor-
ously as in the past, and to act as a
volunteer police of their fishery. A
good deal of comedy resulted, and in-
cidentally, a severe slump in the lob-
ster fishing of Annisquam and Sandy
Bay. It is with them, as with the
whole coast, an issue as between lean
years now and fat years later, or
leanness increasing to extinction."